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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

MONTANA HONORED BY WHITTON

By the time this issue of Centerline is published, the dedication and opening of the Butte Interstate will be history.



Rex Whitton



Baird French

We were favored by a visit from Rex Whitton, Federal Highway Administrator, who was guest of honor at a dinner given at the Finlen Hotel on Sept. 24, following the dedication and opening of the new highway. It was planned too, that Mr. Whitton would visit the Department in Helena on the same day. He was accompanied by Baird French, Regional Engineer of the Bureau of Public Roads at Portland.

The eight miles of Interstate 15 and 90 run concurrently through the city of Butte, and is all four-lane concrete highway, extending from the west city limits to the east. Costing in the neighborhood of \$8 million to complete, portions of it have been under construction since 1960.

Photos of the dedication will appear in the October Centerline.

Vol. VII, No. 9.

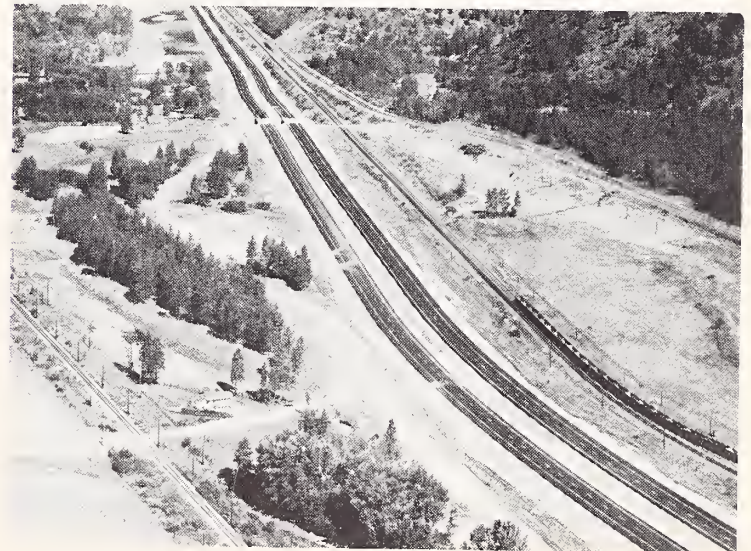
September, 1964

BONNER INTERCHANGE DEDICATED

Another nine miles of Interstate 90 was dedicated and opened to traffic on September 4, when Governor Babcock cut the ribbon at the Bonner Interchange, and traffic could use the new four-lane highway extending east nearly to Clinton. A large crowd was on hand, and as soon as the ribbon was cut, the old highway was barricaded, and traffic turned onto the new road.



The photo shows the moment of cutting by the Governor. Highway Commissioner Stan Halvorson appears between Gov. Babcock and the Veterans' flagbearer. The new highway is shown below.





GOVERNOR

Tim Babcock

STATE HIGHWAY COMMISSION

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 S. N. Halvorson.....Vice-Chairman
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 George M. Gosman.....Member
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George T. Sime.....Editor
 Ernest A. Neath.....Associate Editor
 Chet Dreher.....Photographer
 Kenneth L. Martello.....Artist

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ANNOUNCING . . .

The annual meeting of the U.S. Highway 12 Association will be held on *Sunday, October 4, 1964* at the Green Acres Club, Roundup, Mont., beginning with a no-host luncheon at 12:00 noon.

There will also be a directors' meeting immediately following the general meeting.

New directors and officers will be elected.

BOWLING TOURNAMENT DATES

Bowlers are reminded that the dates of April 17 and 18, 1965, have been set for the Montana Highway Department Annual Bowling Tournament. The meet is to be in Lewistown this year.

For the first time, the gals that work for the Highway Department will be allowed to enter, as well as the wives of Highway employees, so it looks like Milo Lahn and his committee will have a double-barreled tournament, as both will be separate.

The team event will be at the Eagles Lanes, and the singles and doubles will be held at the Snowy Lanes.

Entry blanks and schedules for the tournament will be ready for distribution about December 15, so Milo urges all interested to get the entry blanks from him, *and get them early!*

CHARLIE KING RETIRES

Specifications engineer, Charles King, is leaving our midst to enjoy his retirement. Charlie, a 1925 MSC graduate, started with the MHD in 1931 as a gravel checker, and worked up to his present position in October of 1957. We all wish him the best of luck, and hope he realizes that we will miss him around the Helena headquarters.

GLENN LEARN RETIRES

Glenn started work for the Montana Highway Department in February of 1927 as a stakeman and chainman. In 1940 he was made Project Engineer, and worked up the ladder to Division Construction Engineer in May of 1951. He is a World War I veteran. Glenn, as Division Engineer in the Lewistown district, is well known in the area, and highly respected.

AWARD SHEET		LETTING OF AUGUST 26, 1964	
Project No.	Amount of Bid	Bidder	Address
I 15-5(22)273 Sun River to Emerson Jct. (Bridges) Cascade County	\$ 597,853.25	Schultz & Lindsay Const. Co.	Fargo, N. D.
I 15-6(8)307 Dutton-North & South (Bridge & Approaches) Teton County	\$ 231,983.42	Schye Company, Inc.	Wh. Sul. Spgs., Mont.
I 90-3(12)151 U1 & F 205(8) U1 Drummond-E. & W. & The Maxville-Drummond (G,G,S, PMS,DR & Sign) Granite County	\$2,892,510.94	Zook Bros. Const. Co.	Great Falls, Mont.
I 90-3(12)151 U2 Drummond-E. & W. (Fencing) Granite County	\$ 77,510.00	Clair Boulet Const. Co.	Butte, Mont.
I 90-3(12)151 U3 Drummond E. & W. (Bridges) Granite County	\$ 363,900.31	Riklin Const. Co.	Helena, Mont.
I 90-7(13)387 & I 90-8(21)388 Reedpoint East & West (Seeding) Sweetgrass & Stillwater Counties	\$ 6,489.45	Bob Clark & Son Fencing Co.,	Choteau, Mont.
F 149(21), F 180(7) & F395(9) Great Falls-Fort Benton, 2nd Ave. N & Ext.- Great Falls & the 14th St. & 15th St.-Great Falls (Lighting & Signals) Cascade County	\$ 63,741.24	Lewis Const. Co.	Great Falls, Mont.
F 205(8) U2 Maxville-Drummond (Bridges) Granite County	\$ 232,828.67	Ralph Huckaba, Contr.	Whitehall, Mont.
S 2 (17) Helena-Flesher Pass-Lincoln (GS & PMS) Lewis & Clark County	\$ 168,926.53	Maronick Const. Co., Inc.	E. Helena, Mont.
Total for Month \$4,635,743.81			
Total for Year \$43,344,470.54			

DEPARTMENT MOURNS HUB PRICE

One of the oldest of Highway Department employees in point of service, was killed in a tragic auto wreck between Browning and Babb on Aug. 26. Hub Price, known to all department employees, and well liked by all, died when his car went out of control on a curve while he was returning from St. Mary's.

Hub started work for the Department on Sept. 21, 1927 and worked his way up to be Division Maintenance Engineer.



This month's Centerline pays tribute to another of those employees who hold what is considered as an unusual occupation. He is Gene Pfeiffer, assistant communications engineer in the headquarters office.

Under the expert guidance of Art Zion, head of the department, Gene has helped pioneer the communications system since its inception in 1948.

Besides helping Art engineer the radio system, Gene helped build and design the first electric eye traffic counters.

Gene is a Helena native, born and educated here. He was one of the students who went to school in railroad coaches after the 1935 Helena earthquakes.

Besides being a teacher, he has worked as engineer for radio station K P F A (now KBLL).

From a system of six base stations and 40 mobile units in 1949-50, to a present system of 24 base and 350 mobile, the MHD communications network has grown to be one of the integral parts of highway construction and maintenance. In uncountable instances the two-way radios have been the instruments of saving lives, assisting in disasters such as the Madison River Quake, and the 1964 floods, to mention nothing about the speed and dispatch of transmission of important messages to and from the field and headquarters.

For over two years the radio network has been supplemented by the TWX system, consisting of two loops, the East and West, which are joined at Helena.

Now plans are underway to develop a system whereby data may be fed directly into IBM via the communications networks, to more speedily expedite highway matters.

Gene has seen many changes throughout the years, but he states that probably one of the most significant is the development of

transistors to replace the old, out-dated, radio tubes.

Gene speaks highly of the MHD, and is proud of his 17 years of service in the organization. Accordingly, the department salutes Gene Pfeiffer for his contribution to the development of transportation in the Treasure State.

SERVICE AWARDS TOTAL 290 YEARS

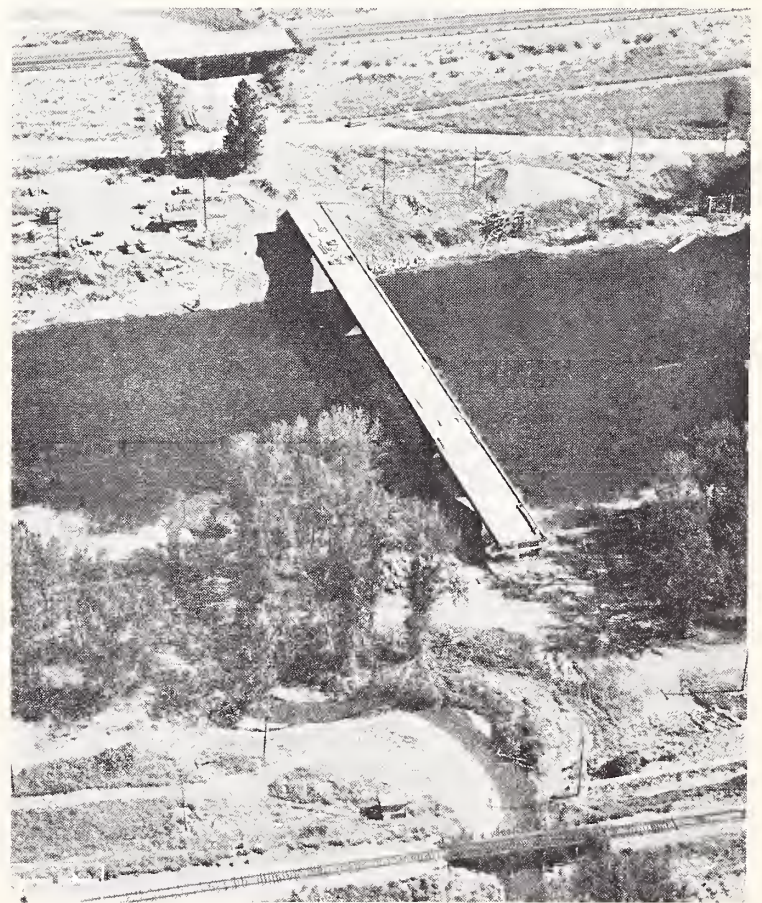
Francis A. Phipps, 35; Joe Walter, 30; James J. Brooks, and Robert M. Hudnall, 20;

Lloyd T. Heintz, Norman T. Hester, John Kalien and Harry E. Stevenson, all 15.

Peter Evanko, Robert M. Hogg, Dana M. Irwin, Luther E. Lucero, and John M. Rambur, all 10.

The following are all five year employees: Mark H. Anderson, Roy C. Bidwell, Richard Fransen, Lucile E. Hickman, Ray D. Hollingsworth, Truman E. Mason, Jack R. Ranta, Hugh H. Rogers, Raymond S. Sampson, William H. Spracklin, Pauline M. Stephens, Victor J. Stipcich, Gordon Treftz, Lawrence A. Weber, and Donald E. Winfield.

Congratulations to everyone.



Here is the bridge which will close the gap on the secondary between Alberton and Lolo. The 456-foot structure is scheduled for completion the end of October.

FLOWING WELLS ROAD DEDICATION

A highway that wasn't a highway, and one that a determined lady vowed she'd "walk to Helena barefooted to talk to the Commission about" will be formally dedicated on October 4, at the Flowing Wells Rest Area, about 20 miles east of Jordan, at the intersection of Montana 20 and 24. Large delegations from both the Central Montana Highway Association, and the International North-South Highway, as well as local and interested persons from Eastern Montana are expected to attend and to take part in the barbeque.

The new road was completed along the east shore of Fort Peck Lake last year, and opens up vast new opportunities for recreation along the lake shore, and provides access to millions of acres of land that were largely inaccessible heretofore.

Pearl Daniels, long-time resident of the area, and a vociferous promoter of the new road, several years ago vowed she would make the expedition to visit the Highway Commission barefooted if work was not forthcoming soon.

The highway crosses Fort Peck Dam, and was designated on the Primary System in order to provide access to the dam site in the late 1930's when the dam was being constructed. As a Primary Highway must connect with another Primary Highway, it was designated to connect with the Central Montana Highway, but funds to construct the highway were not made available until recently, and since then three contracts in rapid order finished the road, and oiling was completed this fall.

The barbeque is under the sponsorship of the Jordan Commercial Club, and Harold Hageman has been designated as master chef. Marlowe Ewy is Chairman of the Committee.

From all indications, this will be an affair to remember.

CROSSING PROCEDURE MANUAL DISTRIBUTED TO SCHOOLS

In order to achieve a form of unity in school crossing procedure, the Traffic Division has mailed out to all mayors of cities of 2,000 or over, a copy of a School Crossing Pro-

cedure Manual prepared by the Indiana Highway Department and made available to the Montana Highway Department. Enough copies were sent to each city so that the P.T.A. groups and school administrators could have copies.

Copies have also been made available to the Montana Highway Patrol and to the Superintendent of Public Instruction.

It is hoped that the recommendations in the manual will be studied and put into effect so that our children and the motorists will achieve some sort of uniformity in school playground and crossing safety.

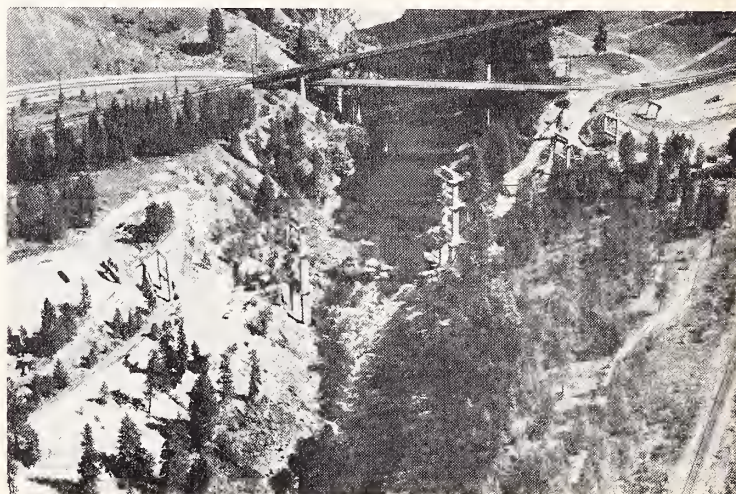
FROM THE MAIL ROOM

Centerline would like to publish a portion of a letter received recently from Menlo Park, California, dated 24 August:

". . . We were in your state during the rainstorms last week, and went through a ten-mile stretch of highway under construction near Alzada. This experience was harrowing and frightening—we had always been routed around this kind of road.

"We were mired down in the mud and as we were trying to determine what to do, two men from the construction crew came to our rescue. They followed us to the end of construction. They helped us twice when we couldn't budge and then drove off without giving us an opportunity to thank them.

"If there is any way that our appreciation can be expressed to these two gentlemen, we would be grateful. Please try to get our message to them."



Here's a pictorial report on the progress of the 806-foot structure on the Tarkio-East Interstate 90 project. This tall bridge should be completed by next June.

WE'RE PROUD OF HIM

We never know when our men are to be called upon to help some other person, or agency, and a couple of years ago in a blizzard, one of our Maintenance men delivered a baby, and now, another man in that area deserves much credit for assisting our law enforcement agencies in the apprehension of two men.

We attach the letter from the F.B.I.

Butte, Mont., Aug. 31, 1964

Mr. Wm. Mortieau
Highway Commission
Helena, Montana

Dear Sir:

On the morning of August 12, 1964, Larry Mahlum, Gross Vehicle Weight Scaleman, stationed at Culbertson, Montana, assisted Patrolman Robert Marshal, Culbertson, Montana, in the arrest of two young men, Clifford Phillip Carlson, age 20 years and David William Zaren, age 18 years. These persons were known to be armed, were to be considered dangerous, and at the time were operating a stolen 1960 Ford, taken previously from Ray, Minnesota.

Mr. Mahlum's assistance to Patrolman Marshal resulted in the arrest of two potentially dangerous and armed subjects without any personal injury and the courage displayed by him is certainly commendable. Mr. Mahlum's efforts and assistance are most appreciated.

Very truly yours,
ROBERT W. EVANS,
Special Agent in Charge

We are grateful to Orville Brunelle, of the Lethbridge Herald for the kind words appearing in his column of Sept. 5. While the work of cleaning up after the disastrous flood goes on, permanent repairs to many of the highways involved are being made and planned. Meanwhile, our maintenance men are piling up thousands of hours in temporary repairs, and as of Sept. 1, time and materials going into the repairs had amounted to \$950,000. 191 men had worked a total of 2,486 days, and an additional 348 men had worked 30,670

hours to put our damaged highways and facilities back into operation.

We reprint a portion of Mr. Brunelle's comments:

IF YOU ASK ME

If you ask me, the Montana state department of highways did a terrific job of reconstruction following the disastrous floods in June.

There was water everywhere when I flew over the flood area when it was at its worst. Bridge after bridge had gone out and section after section of highway had been washed away. We south Albertans had no conception of the devastation and were prone to think the Americans were making just a little too much of it. Well, they weren't.

As part of our holiday jaunt our family revisited the flooded out countryside at the end of July. What had been accomplished in a little more than a month was, to say the least, amazing. Hundreds of construction workers had descended on the area and with their equipment and machines had built by-passes around the washed out bridges and repaired the torn-out highways.



Highway users are enjoying the new section of U. S. 93 recently completed at Somers.

\$3.8 BILLION FOR HIGHWAYS APPORTIONED TO STATES

A total of \$3.8 billion in Federal-aid highway funds has been apportioned to the states by Secretary of Commerce Hodges for fiscal year 1966.

Included in the apportionment are \$2.8 billion for the National System of Interstate and Defense Highways and \$1 billion for the Federal-aid primary and secondary highway systems and their urban extensions (the ABC program).

Nearly 17,000 miles of the Interstate System are now open to traffic, including 11,600 miles built to full standards and 3,100 miles capable of handling current traffic but needing further improvement to bring them up to final requirements. Toll roads, bridges and tunnels, included in the System as permitted by law, total 2,300 miles. In addition, 6,100 miles of the System are under construction and on 12,200 miles engineering work or right-of-way acquisition is in progress.

The Interstate System Federal-aid funds are apportioned among the states, as provided by law, in the ratio that the estimated cost of completing the System mileage in each state bears to the total estimated cost of completing the entire system.

The ABC apportionment includes \$450 million for the Federal-aid primary system which, including the Interstate System, comprises almost all main routes of travel in the United States and is 266,000 miles in length. Also included in the new apportionment are \$300 million for the 621,000-mile Federal-aid secondary system of farm-to-market and feeder roads, and \$250 million for the urban portions of the Federal-aid primary and secondary systems. The portions of the two systems in urban areas total 43,000 miles.

The ABC funds are apportioned among the states according to formulas established in the Federal-aid legislation, which take into account the relative population, area, and post-road (rural mail delivery and star route) mileage in each state.

Montana's apportionment is \$40,483,357.

WHO SAYS WE'RE RUNNING OUT OF LAND?

We are indebted to the Automobile Manufacturers Association for this very timely article on land.

The popular myth that this country will soon be paved solid with concrete and asphalt has been exploded once again.

In a study published by the Tax Institute of America, Mabel Walker, executive director, cites data that serves to refute the oft-voiced notion that all of the nation's farm lands are being sliced up into subdivisions.

At present, urban areas take up only one per cent of the nation's total land area. Furthermore, according to the Tax Institute analysis, even if the urban growth trend of about 400,000 acres a year continues, these areas will occupy less than two per cent of the land by the year 2010.

Actually, what most persons fail to realize is that the automobile and the highway demand far less space than the horse and mule did when they were primary modes of transportation.

Prior to 1920, for example, when the auto came into common usage, nearly five per cent of the continental states' total land area was used just to produce feed for the horse and mule. This was 27 per cent of the total harvested land and did not include pasturage needed for grazing. By 1957 the latter figure had fallen to a low of 2.4 per cent of harvested land.

What the switch from horses to motor vehicles has meant is an actual gain in land. While considerable amounts of land are required for surface transportation systems, including highways, the Tax Institute study notes that "the motor car is still utilizing far less acreage than was needed for its four-legged predecessor."

The report also presents evidence that punches holes in another popular fallacy, namely, that urban area land is in drastically short supply. There is a surprisingly large amount of vacant land in urban areas and it is not as high priced as most persons seem to assume.

(Continued on page 11)

FEDERAL AID PRIMARY PROJECTS

101	F 33 (6) & F 108 (9)	12-31-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87 - S. of Roundup).
102	F 50 (10) & F 267 (13)	12-31-64	9.2 miles aggregate & plant mix bituminous surfacing. (Montana 20 - E. of Lincoln).
103	F 152 (7) U 2	12-31-64	One 213 ft. prestressed concrete beam bridge - Milk River. One large structural plate pipe - Indian Service Irrigation Canal. (U.S. 2 - S. of Harlem).
104	F 239 (13)	9-16-65	2.2 miles (0.1 mile Portland Cement concrete pavement) grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12 - White Sulphur Springs N.E.).
	F 8 (11)	9-16-65	5.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Widen 25 ft. timber bridge - Four Mile Creek to 40 ft. roadway. (U.S. 12 - White Sulphur Springs N.E.).
105	F 262 (14)	7-15-65	9.6 miles grade, drain, aggregate & plant mix bituminous surface. Two prestressed concrete beam bridges. One 102 ft. - Thompson Creek. One 142 ft. - Little Missouri River. (U.S. 212 - Wyoming Line N.W.).
106	F-G 68 (12) U 1	12-31-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A - E. of Anaconda).
107	F 134 (6)	12-31-64	0.7 miles grade, drain, surface & plant mix bituminous surface. Signing & delineation. (U.S. 212 - Laurel S.).
108	F 134 (7)	12-31-64	0.2 miles signing & delineation. (U.S. 212 - Laurel S.).
108	F 219 (18)	12-31-64	0.2 miles grade, drain, aggregate & plant mix bituminous surface. One 65 ft. prestressed concrete beam bridge - Rattlesnake Creek. (U.S. 10 - In Missoula).
109	F 220 (8)	7-16-65	3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2 - E. of Cut Bank).
	F 154 (6)	7-16-65	4.2 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2 - E. of Cut Bank).
110	FHP 6-2 (1), 3 (1) *	1964	16.7 miles bituminous paving. (U.S. 10A - Trout Creek vicinity).
111	F 149 (19) & F 252 (15)	12-31-64	9.8 miles, grade, drain, surface & plant mix bituminous surface. (U.S. 87 - S.W. of Fort Benton).
112	F 191 (24)	8-31-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 93 - S. of Kalispell).
	F 191 (19) U 2	12-31-64	5.5 miles seal coat oiling. (U.S. 93 - S. of Kalispell).
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocation portion of NP RY tracks. (U.S. 89 - S. of Livingston).
114	F 205 (8) U 1	10-31-66	1.3 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 10A - New alignment - Drummond South).
	F 205 (8) U 2	10-31-65	Three prestressed concrete beam structures. One 301 ft. - Clark Fork. One 163 ft. - CMSTP&P RR. One 188 ft. - NP RY. (U.S. 10A - New alignment - Drummond South).
115	U FG 228 (16)	12-31-64	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U.S. 10 - In Billings).
	F 228 (19) U 1	12-31-64	0.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10 - West Billings Interchange).
	F 228 (19) U 2	12-31-64	0.6 miles fencing. (U.S. 10 - West Billings Interchange).
	F 228 (21)	12-31-64	1.5 miles signing, signals & lighting. (U.S. 10 - In Billings).
116	F 264 (8)	12-31-64	6.4 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 12 - Townsend E.).
117	F 115 (24)	8-1-65	8.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & lighting. (U.S. 12 - Harlowton E.).
118	F 149 (20)	12-31-64	0.4 miles signing & delineation. (U.S. 87 - N. of Great Falls).
	F 395 (3) & F 395 (5)	12-31-64	1.5 miles signing & delineation. (14th & 15th St. - In Great Falls).
	U-FG 395 (6) U 2	12-31-64	0.2 miles fencing. (14th & 15th St. - In Great Falls).
	F 149 (21) & F 395 (9)	6-1-65	Lighting & signals. (U.S. 87 & ByPass Junction - Great Falls).
	F 180 (7)	6-1-65	Lighting & signals. (U.S. 87 - E. of Great Falls).
119	F 193 (16)	9-15-65	1.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5 - In Plentywood).
120	F 114 (6)	12-31-64	2.4 miles signing & delineation. (U.S. 10 - Hysham connection to Interstate 94).
121	F 219 (20)	12-31-64	9.8 miles seal coat oiling. (U.S. 10A - N.W. of Missoula).
122	F 9999 (1)	12-31-64	119 miles signing. (U.S. 10, 10A, & 93 - Missoula to Kalispell).
123	F 191 (20) U 1	12-31-64	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93 - N. of Polson).
124	F 246 (13)	12-31-64	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20S - S.E. of Circle).
125	F 2 (17)	12-31-64	24.4 miles aggregate & plant mix bituminous surfacing. (Montana 7 - N. of Baker).
126	U 227 (6) & F 388 (6)	12-31-64	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals & signing. (10th Ave. S. ByPass - In Great Falls).
127	F 184 (15)	12-31-64	1.1 miles seeding & mulching. (U.S. 10 - N. of Deer Lodge).
128	ERFO 41 (1) **	1964	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36 ft. concrete slab bridge - Cougar Creek. (U.S. 191 - N. of W. Yellowstone).
129	F 251 (11)	9-15-65	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5 - Scobey E.).
130	F 27 (6) & F 28 (5)	9-15-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87 - S. of Grass Range).
131	F 43 (17)	12-31-64	15.9 miles plant mix bituminous surface. (Montana 43 - N. of Wisdom).
132	F 53 (13) & F 230 (9)	12-31-64	2.1 miles, four-lane median divided grade, drain, aggregate & plant mix bituminous surface. (U.S. 10 - Billings E.).
133	F 249 (16)	12-31-64	7.4 miles aggregate & plant mix bituminous surfacing. (U.S. 12 - E. of Garrison).
134	F 176 (7)	12-31-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20 - E. of Simms).
138	F 210 (3)	12-31-64	6.0 miles plant mix bituminous surfacing. (U.S. 89 - N.W. of Browning).
	F 227 (5)	12-31-64	4.0 miles plant mix bituminous surfacing. (U.S. 89 - N.E. of Browning).
	F 227 (6)	12-31-64	4.3 miles grade, drain, surface, & plant mix surfacing. (U.S. 89 - N.W. of Browning).
140	F 209 (4)	12-31-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20 ft. concrete bridges. (U.S. 191 - W. of Bozeman).

FEDERAL AID SECONDARY PROJECTS

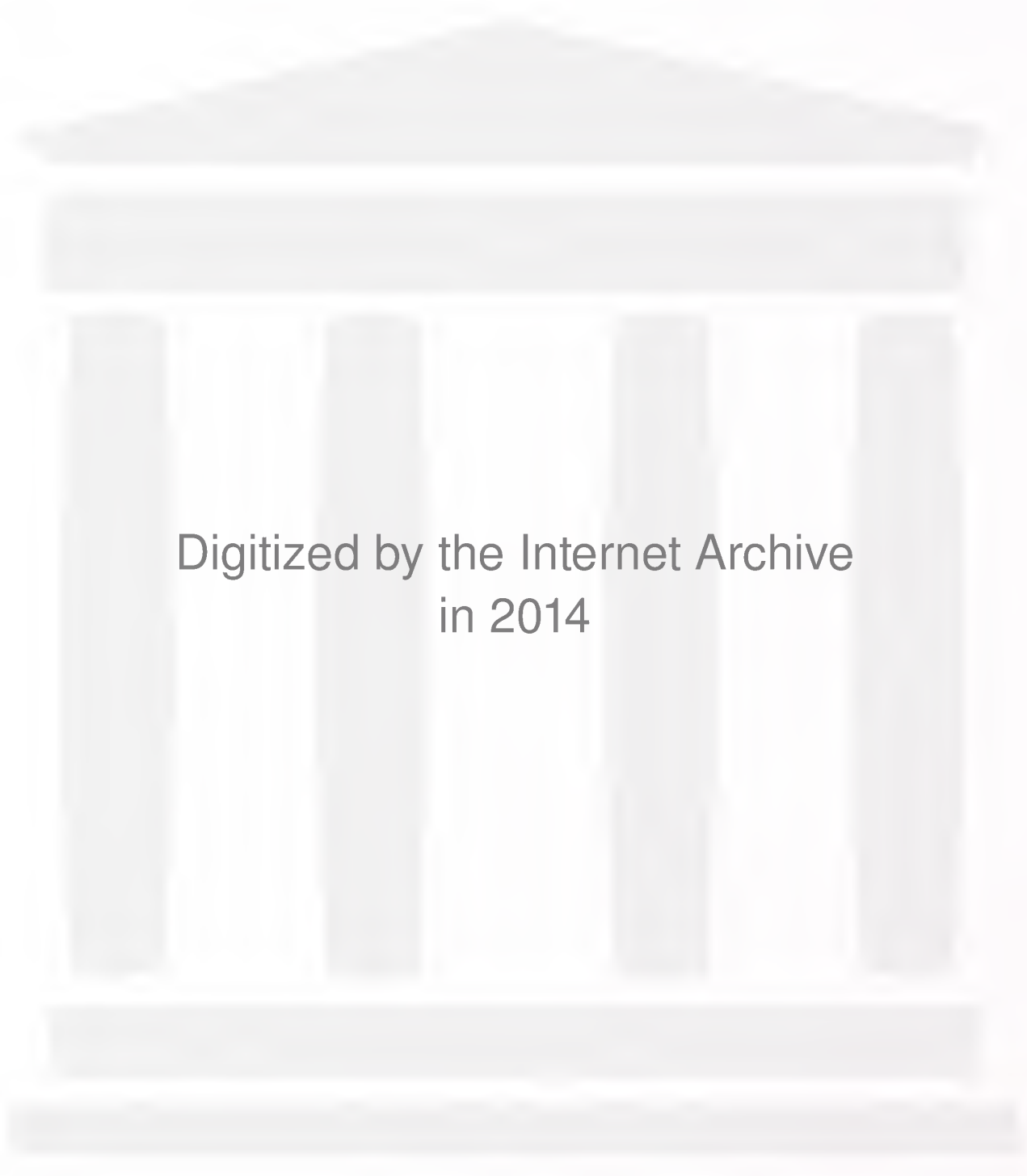
201	S 311 (5)	12-31-64	0.9 miles grade, drain, aggregate & road mix bituminous surface. One 213 ft. prestressed concrete beam bridge - Milk River. (S. of Chinook).
	S 340 (8)	8-15-65	4.4 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Chinook).
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650 ft. welded steel plate girder bridge - Flathead River. One 128 ft. prestressed concrete beam overpass - NP RY. (Perma North).
203	R - AD 11 (1) & S 368 (16)	9-15-65	14.9 miles grade, drain, aggregate & plant mix bituminous surface. Widen to 30 ft. roadway bridge over East Fork Cherry Creek. (Glasgow N.).
204	S 316 (11)	12-31-64	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank).
205	S 318 (4) & S 347 (11) *	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Ekalaka S.).
206	S 192 (3)	12-31-64	Dual prestressed concrete beam bridges. I 90 Separation. (S.W. of Billings).
	S-SG 192 (4) U 1	12-31-64	1.0 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange).
	S-SG 192 (4) U 2	12-31-64	1.0 mile fencing. (Connection to W. Billings Interchange).
	S-SG 192 (5)	12-31-64	One 190 ft. prestressed concrete beam overpass - NP RY. (S.W. of Billings).
207	S 238 (4) & S 411 (3)	8-15-65	7.9 miles grade, drain & aggregate surface. (S. of Circle).
208	S 18 (6)	12-31-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. One 112 ft. prestressed concrete beam bridge - Musselshell River. (Two-dot S.).
209	FHP 11-1 (2) *	1964	32.5 miles plant mix bituminous surfacing. (U.S. 12 - Lolo to Idaho State Line).
210	S 2 (7)	6-15-65	6.2 miles aggregate & plant mix bituminous surface. (Junction Montana 20 E.).
211	ERFO 41 (1) **	1964	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75 ft. - Grayling Creek & 124 ft. - Beaver Creek. Widen 83 ft. concrete girder bridges - Cabin Creek. (N.W. of W. Yellowstone).
212	S-SG 218 (2)	9-30-65	0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 34 ft. concrete underpass - Dakota Street. Two 38 ft. steel underpasses - CMSTP&P RR. (Russell St. - S. of Missoula).
	S - 218 (7)	12-31-64	1.0 miles grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula).
213	S 301 (13)	12-31-64	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre).
214	S 65 (7)	12-31-64	4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork).
215	ROW S 370 (13)	12-31-64	Reset 239 rods of fencing. (W. of Wilsall).
216	S 370 (15)	12-31-64	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall).
	S 307 (14)	12-31-64	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28 ft. - Little Battle Creek, two 75 ft. - Butte and Cowboy Steel Creek. (S.E. of Geraldine).
	S 307 (15)	7-15-65	5.1 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Geraldine).
218	S 417 (3)	12-31-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood).
219	S 85 (00) U 2 & S 85 (3) U 2	12-31-64	Three prestressed concrete beam bridges. One 92 ft. & 71 ft. - Horse Prairie Creek. One 71 ft. - Medicine Lodge Creek. (Armstead W.).
220	S 192 (7)	12-31-64	3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel).
224	S 413 (3)	12-31-64	1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102 ft. prestressed concrete beam bridge - Flint Creek. (S. of Drummond E.).
	S 414 (3)	12-31-64	2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond W.).
	S 413 (2)	12-31-64	1.9 miles fencing. (S. of Drummond E.).
	S 414 (2)	12-31-64	2.5 miles fencing. (S. of Drummond W.).
226	S 418 (3)	12-31-64	0.7 miles grade, drain & aggregate surface. One 245 ft. prestressed concrete bridge - Poplar River. (N.E. of Poplar).
227	S 407 (2)	12-31-64	0.3 miles grade, drain & aggregate surface. One 457 ft. welded steel plate girder bridge - Clark Fork. (S.E. of Alberton).
228	S 361 (12)	12-31-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.).
229	S 419 (3)	11-15-65	0.9 miles grade, drain, aggregate surface. 0.7 miles plant mix bituminous surface. (Approach I 90 Separation - W. of Alberton).
230	S 15 (10)	12-31-64	15.0 miles plant mix bituminous surface. (S. of Flaxville).
231	S 2 (15) U 2	12-31-64	1.8 miles seal coat oiling. (N. of Helena).
236	S 9 (10)	12-31-64	3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Boulder).
237	S 107 (9)	12-31-64	7.0 miles grade, drain, aggregate & plant mix bituminous surface. Widen timber bridge to 32 ft. roadway. (N.E. of Conrad).
238	S 400 (3)	12-31-64	6.4 miles grade & drain. (S. of Hamilton E.).
	S 400 (4)	12-31-64	6.4 miles aggregate & plant mix bituminous surface. (S. of Hamilton E.).
239	S 426 (3)	12-31-64	One 198 ft. prestressed concrete beam bridge - Gallatin River. (N.E. of Manhattan).
240	S 415 (3)	12-31-64	6.0 miles grade, drain, aggregate surface. One 92 ft. prestressed concrete beam bridge - Lake Creek. (E. of Medicine Lake).
241	S 194 (4)	6-30-65	0.3 miles grade, drain, aggregate surface. One 225 ft. prestressed concrete beam bridge - Box Elder Creek. (E. of Ekalaka).
242	S 243 (3)	7-15-65	6.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Bozeman).
243	S 388 (5)	9-15-65	9.5 miles grade, drain, aggregate surface. (N.E. of Miles City).
244	US 70 (4)	12-31-64	0.7 miles grade, drain, aggregate & plant mix bituminous surfacing. (Fifth Avenue in Havre).
247	S 368 (17)	12-31-64	8.7 miles aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow).
248	S 402 (3)	12-31-64	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson).

OFF SYSTEM PROJECTS

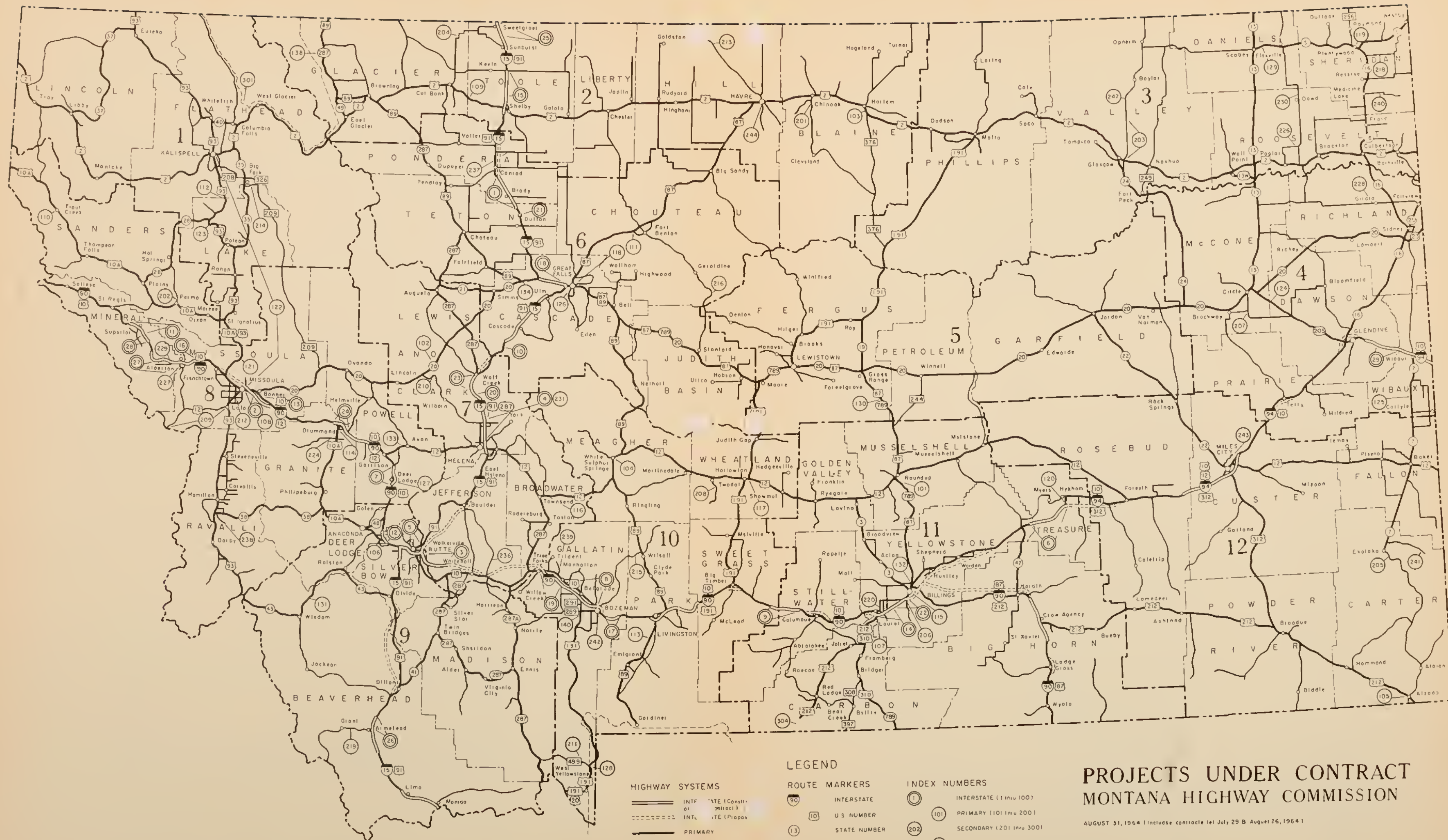
30	GNP 8-A4 *	1965	One 403 ft. prestressed concrete beam bridge - N. Pk. Flathead River. (In Glacier Park).
	GNP 8-A5 *	1965	8.5 miles grade, drain & base. (In Glacier Park).
304	FHP 59-2 (1) & FL 59(1),(2) *	12-31-64	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing. (S. of Red Lodge).

* - Bureau of Public Roads Projects.

** - Bureau of Public Roads Projects. - Map Index Numbers 128 & 211 one contract.



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PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

AUGUST 31, 1964 (Include contracts let July 29 & August 26, 1964)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	1 15-6 (6) 313 & 1 15-7 (4) 312 1 90-2 (14) 105 1-10 90-2 (14) 105 U 1	12-31-64 12-31-65 10-15-65 8-30-65	11.6 miles signing & delineation. (U.S. 91 - Brady S. to N.). 472 ft. of 24 inch M.C.F. Storm Sewer. (Van Buren St. - In Missoula). 4.9 miles grade, drain, cement base stabilization, aggregate surface, Portland Cement concrete pavement and plant mix bituminous surface. One 88 ft. steel & concrete HP HT overpass - Van Buren Street. Signing & lighting. (New alignment 1 90 - Missoula E.). 4.9 miles fencing. (New alignment 1 90 - Missoula E.). Three dual prestressed concrete beam overpasses. Two 155 ft. - Van Buren St. Interchange. Two 144 ft. - East Missoula Interchange. Two 136 ft. - County Road Separation. (New alignment 1 90 - Missoula E.). 2.8 miles four lane divided, grade, drain, cement stabilized base, aggregate surface, plant mix bituminous surface & concrete pavement. (New alignment 1 90 - Butte S.E.). 2.8 miles fencing. (New alignment 1 90 - Butte S.E.). One 246 ft. prestressed concrete beam underpass - County Road Separation. (New alignment 1 90 - Butte S.E.). 2.6 miles four lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Signing. (New alignment 1 90 - Butte S.E.). 2.3 miles four lane divided, grade, drain, aggregate surface, plant mix bituminous surface. One 230 ft. prestressed concrete beam underpass. Homestead Interchange. Signing. (New alignment 1 90 - Butte S.E.). 7.1 miles four lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Dual 123 ft. prestressed concrete beam overpass - Pipestone Interchange. (New alignment 1 90 - Butte S.E.). 2.6 miles fencing. (New alignment 1 90 - Butte S.E.). 2.3 miles fencing. (New alignment 1 90 - Butte S.E.). 7.1 miles fencing. (New alignment 1 90 - Butte S.E.). 7.2 miles seal coat oiling. (1 15 - Helena N.). Five structures. Two prestressed concrete beam overpasses. One 301 & 321 BAAP RY. & CMST&P RY. Three steel & concrete overpasses. One 144 & 429 ft. HP RT & Clark Fork. One 246 ft. N. Butte Interchange. (1 15 - Butte N.). 2.2 miles fencing. (1 15 - Butte N.). 0.4 miles fencing. (1 15 - Butte N.). Dual 453 ft. steel & concrete overpasses - NP RT & CMST&P RR. (1 15-Butte N.). 3.6 mile grade, drain, cement stabilized base, aggregate & plant mix bituminous surfacing. One 230 ft. steel & concrete overpass NP RT. Signing. (New alignment 1 15 - Butte N. E.). 3.0 miles fencing. (New alignment 1 15 - Butte N. E.). 5.5 miles signing, delineation & lighting. (1 15 - W. of Butte E.). 1.3 miles signing & delineation. (New alignment - 1 94 - S.E. of Hysham). 6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (New alignment 1 94 - S. N. of Hysham). 0.4 miles fencing. (New alignment 1 94 - S. N. of Hysham). 0.2 miles signing & delineation. (New alignment 1 94 - S. N. of Hysham). 8.2 miles seeding & mulching. (U.S. 10 - N. & S. of Deer Lodge). 8.4 miles grade, drain, cement base stabilization, aggregate surface, Portland Cement concrete pavement & plant mix bituminous surface. Four prestressed concrete beam structures. Dual 113 ft. overpass - County Road. Dual 245 ft. underpasses - U. S. 10 west Bozeman Interchange. (New alignment 1 90 - Belgrade to Bozeman). 8.4 miles fencing. (New alignment 1 90 - Belgrade to Bozeman). 4.5 miles four lane divided, grade, drain, cement stabilized base, aggregate surface, Portland Cement concrete pavement & plant mix bituminous surface. Signing. (New alignment 1 90 - Manhattan to Belgrade). 8.4 miles signing. (New alignment 1 90 - Belgrade to Bozeman). 4.5 miles fencing. (New alignment 1 90 - Manhattan to Belgrade). Five prestressed concrete beam structures. Dual 113 ft. Heub Lane Separation. Dual 113 ft. Central Park South Separation. One 235 ft. Belgrade Interchange. (New alignment 1 90 - Manhattan to Belgrade). Six prestressed concrete beam structures. Dual 82 ft. Camp Creek. Dual 92 ft. Baker Creek. Dual 205 ft. West Gallatin River. (New alignment 1 90 - Manhattan to Belgrade). 5.4 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (U.S. 10 - N. & S. of Columbus). 4.6 miles grade, drain, surface, plant mix bituminous, seal coat oil. Frontage roads. (U.S. 10 - N. of Columbus). 5.9 miles fencing. (U.S. 10 - N. of Columbus). 4.6 miles fencing. (U.S. 10 - N. of Columbus). 10.5 miles signing & delineation. (U.S. 10 - N. of Columbus). 10.5 miles seeding & mulching. (U.S. 10 - N. of Columbus). 15 1/2" S x 10 1/4" R Structural Plate Pipe arch culvert. (U.S. 91 - N. of Wolf Creek). 0.7 miles seeding & mulching. (U.S. 10 - N. & S. of Superior). 4.5 miles four-lane divided, grade, drain, cement stabilized base, surface & plant mix bituminous surfacing. Frontage roads. Rest areas, signing & delineation. (U.S. 10 - S. of Deer Lodge). 4.5 miles fencing. (U.S. 10 - S. of Deer Lodge). 4.3 miles four-lane divided, grade, drain, surface & plant mix bituminous surfacing. (New alignment 1 90 - N. of Bonner E.). 4.7 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Frontage roads. (New alignment 1 90 - S.E. of E. U.S. 10 - N. of Bonner E.). 4.3 miles fencing. (New alignment - N. of Bonner E.). 4.3 miles signing & delineation. (New alignment 1 90 - N. of Bonner E.). Four continuous welded steel plate girder bridges - Dual 455 ft. & dual 404 ft. - Clark Fork. (New alignment 1 90 - N. of Bonner E.). 5.3 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Weigh station. (New alignment 1 90 - Laurel E.). 5.3 miles fencing. (New alignment 1 90 - Laurel E.). 5.3 miles signing & delineation. (New alignment 1 90 - Laurel E.). 12.0 miles grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91 - N. of Shelby). 12.0 miles fencing. (U.S. 91 - N. of Shelby). 12.0 miles seeding & mulching. (U.S. 91 - N. of Shelby). One 879 ft. welded steel plate girder bridge - Clark Fork. Dual 123 ft. prestressed concrete beam bridges - Nine Mile Interchange. (U.S. 10 - E. of Albion). One 981 ft. welded steel plate girder bridge - Clark Fork & CMST&P RR. (U.S. 12 - E. of Albion). 4.3 miles (2.6 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10 - E. of Albion). 4.3 miles fencing. (U.S. 10 - E. of Albion). 5.3 miles seal coat oiling. (U.S. 10 - E. of Bozeman). 3.0 miles four-lane divided, grade & drain. (New alignment 1 15 - In Great Falls). Dual 483 ft. prestressed concrete beam bridges - Sun River. (New alignment 1 15 - In Great Falls). 5.0 miles four-lane divided, grade, & drain. Three prestressed concrete beam structures. Dual 158 ft. - CMST&P RR. One 235 ft. Manhattan Interchange. (U.S. 10 - E. of Three Forks). 5.0 miles fencing. (U.S. 10 - E. of Three Forks). 10.5 miles cement stabilized base, aggregate surfacing, concrete pavement & signing. (U.S. 10 - E. of Three Forks). Dual 103 ft. prestressed concrete beam overpasses NP RT. (U.S. 10 - E. of Three Forks). 12.7 miles seal coat oiling. (U.S. 91 - N. of Helena). 3.4 miles seal coat oiling. (U.S. 91 - N. of Helena). 0.2 miles grade, drain, aggregate & bituminous surface treatment. 346 ft. prestressed concrete beam bridge - Teton River. (1 15 & U.S. 91 - N. of Dutton). Dual prestressed concrete beam bridges, 185 & 190 ft. - West Billings Interchange. (U.S. 10 - S.W. of Billings). 6.1 miles signing & delineation. (U.S. 10 - S.W. of Billings). 1.2 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10 - West Billings Interchange). 1.2 miles fencing. (U.S. 10 - West Billings Interchange). 2.1 miles four-lane divided, grade, drain, surface, plant mix bituminous surfacing & signing. (U.S. 91 - S. of Wolf Creek). 2.1 miles fencing. (U.S. 91 - S. of Wolf Creek). 5.8 miles grade, aggregate surface, plant mix bituminous surfacing & signing. Rest Area. (U.S. 91 - Wolf Creek S.). 5.8 miles fencing. (U.S. 91 - Wolf Creek S.). Dual 519 ft. Steel bridge - Little Prickly Pear Creek. (U.S. 91 - Wolf Creek S.). 6.7 miles grade, drain, aggregate & plant mix bituminous surface. Signing. Weigh station. (1 90 & U.S. 10 - Drummond Section). 0.7 miles fencing. (1 90 & U.S. 10 - Drummond section). Four dual prestressed concrete beam overpasses. Dual 123 ft. - East Drummond Interchange. Dual 128 ft. - Edwards Gulch Separation. Dual 133 ft. - East Drummond Interchange. Dual 128 ft. - other Route 271 Separation. (1 90 & U.S. 10 - Drummond section). 4.5 miles fencing. (U.S. 91 - Sweetgrass S.). 4.5 miles (1.2 miles four-lane divided) grade, drain, plant mix bituminous surfacing & signing. One 256 ft. prestressed concrete beam bridge - Sweetgrass Interchange. (U.S. 91 - Sweetgrass S.). 4.5 miles seeding & mulching. (U.S. 90 - Sweetgrass S.). 5.3 miles grade, drain, surface, plant mix bituminous surface. One 17 ft. concrete slab junior grade separation & signing. (U.S. 91 - Armstead N.). 5.3 miles fencing. (U.S. 91 - Armstead N.). One 807 ft. continuous welded plate girder bridge - Clark Fork. (U.S. 10 - N. of Albion). One 762 ft. continuous welded plate girder bridge - Clark Fork. (U.S. 10 - N. of Albion). 0.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 10 - N. of Albion). 3.7 miles grade, drain, aggregate & plant mix bituminous surface. Frontage road. Rest area. Signing. (U.S. 10 - N. of Albion). 0.6 miles fencing. (U.S. 10 - N. of Albion). 3.7 miles fencing. (U.S. 10 - N. of Albion). Three structures. One 445 ft. steel & concrete overpass - CMST&P RR. and Frontage road. One 338 ft. steel & concrete overpass NP RT. One 198 ft. prestressed concrete underpass - Fish Creek Interchange. (U.S. 10 - N. of Albion). One 190 ft. prestressed concrete beam overpass - NP RT. (U.S. 10 - N. of Albion). One 826 ft. welded plate girder bridge - Clark Fork. (U.S. 10 - S.W. of Superior). One 757 ft. welded plate girder bridge - Clark Fork. (U.S. 10 - S.W. of Superior). 3.9 miles four-lane divided, grade, drain, aggregate surface & plant mix bituminous surface. Signing. One 17 ft. concrete junior grade separation. (U.S. 10 - S.W. of Superior). 3.9 miles fencing. (U.S. 10 - S.W. of Superior). One 757 ft. continuous welded steel plate girder bridge - Clark Fork. (U.S. 10 - S.W. of Superior). One 826 ft. continuous welded steel plate girder bridge - Clark Fork. (U.S. 10 - S.W. of Superior). 4.2 miles signing. (U.S. 10 - E. of Glendive). 12.8 miles grade, drain, aggregate & plant mix bituminous surface. Alden one 106 ft. - Fifth Creek. One 123 ft. prestressed concrete beam bridge - Hodges Road Separation. (U.S. 10 - E. of Glendive). Signing & delineation. 12.8 miles fencing. (U.S. 10 - E. of Glendive).

FEDERAL AID PRIMARY PROJECTS			
101	F 33 (6) & F 108 (9)	12-31-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87 - S. of Roundup).
102	F 50 (10) & F 267 (13)	12-31-64	9.2 miles aggregate & plant mix bituminous surfacing. (Montana 20 - E. of Lincoln).
103	F 152 (7) U 2	12-31-64	One 213 ft. prestressed concrete beam bridge - Milk River. One large structural plate pipe - Indian Service Irrigation Canal. (U.S. 4 - S. of Harrison).
104	F 234 (13)	9-16-65	2.2 miles (0.1 mile Portland Cement concrete pavement) grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12 - White Sulphur Springs S.E.).
	F 8 (11)	7-16-65	3.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Alden 25 ft. timber bridge - Four Mile Creek, to 45 ft. roadway. (U.S. 12 - White Sulphur Springs N.E.).
105	F 262 (14)	7-15-65	9.6 miles grade, drain, aggregate & plant mix bituminous surface. Two prestressed concrete beam bridges. One 102 ft. - Thompson Creek. One 142 ft. - Little Missouri River. (U.S. 212 - Wyoming Line N.W.).
106	F-PG 68 (12) U 1	12-31-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A - E. of Anaconda).
107	F 134 (6)	12-31-64	0.7 miles grade, drain, surface & plant mix bituminous surface. (U.S. 212 - Laurel S.).
108	F 134 (7)	12-31-64	0.7 miles signing & delineation. (U.S. 212 - Laurel S.).
	F 219 (18)	12-31-64	0.2 miles grade, drain, aggregate & plant mix bituminous surface. One 65 ft. prestressed concrete beam bridge - Rattlesnake Creek. (U.S. 10 - In Missoula).
109	F 220 (8)	7-16-65	3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2 - E. of Cut Bank).
	F 154 (6)	7-16-65	4.2 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2 - E. of Cut Bank).
110	FHP 6-2 (1), J 3 (1) *	1964	10.7 miles bituminous paving. (U.S. 10A - Trout Creek vicinity).
111	F 149 (19) & F 252 (15)	12-31-64	9.8 miles, grade, drain, surface & plant mix bituminous surface. (U.S. 87 - S.W. of Fort Benton).
112	F 194 (24)	8-31-65	5.5 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 93 - S. of Kalis, Md.).
	F 191 (19) U 2	12-31-64	5.5 miles seal coat oiling. (U.S. 93 - S. of Kalis, Md.).
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocation portion of NP RT tracks. (U.S. 89 - S. of Livingston).
114	F 205 (8) U 1	10-31-66	1.3 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 10A - New alignment - Drummond south).
	F 205 (8) U 2	10-31-65	Three prestressed concrete beam structures. One 301 ft. - Clark Fork. One 163 ft. - CMST&P RR. One 188 ft. - NP RT. (U.S. 10A - New alignment - Drummond south).
115	U PG 228 (16)	12-31-64	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete overpass - NP RT. (U.S. 10 - In Billings).
	F 228 (19) U 1	12-31-64	0.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10 - West Billings Interchange).
	F 228 (19) U 2	12-31-64	0.6 miles fencing. (U.S. 10 - West Billings Interchange).
	F 228 (21)	12-31-64	1.5 miles signing, signals & lighting. (U.S. 10 - In Billings).
116	F 254 (8)	12-31-64	6.4 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 12 - Townsend E.).
117	F 135 (14)	8-4-65	8.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & lighting. (U.S. 12 - Harrison E.).
118	F 149 (20)	12-31-64	0.4 miles signing & delineation. (U.S. 87 - N. of Great Falls).
	F 395 (3) & F 395 (5)	12-31-64	1.5 miles signing & delineation. (U.S. 15th St. - In Great Falls).
	U-PG 395 (6) U 2	12-31-64	0.2 miles fencing. (14th & 15th St. - In Great Falls).
	F 145 (21) & F 395 (9)	8-1-65	Lighting & signals. (U.S. 87 & Byfuss Junction - Great Falls).
	F 180 (7)	9-1-65	Lighting & signals. (U.S. 87 - E. of Great Falls).
119	F 193 (16)	9-15-65	1.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5 - In Plentywood).
120	F 114 (6)	12-31-64	2.4 miles signing & delineation. (U.S. 10 - Hysham connection to Interstate 74).
121	F 219 (20)	12-31-64	9.8 miles seal coat oiling. (U.S. 10A - N.W. of Missoula).
122	F 999 (1)	12-31-64	11.9 miles signing. (U.S. 10, 10A, & 93 - Missoula to Kalispell).
123	F 141 (20) U 1	12-31-64	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93 - S. of Felsom).
124	F 266 (13)	12-31-64	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 206 - S.E. of Circle).
125	F 2 (17)	12-31-64	2.4 miles aggregate & plant mix bituminous surfacing. (Montana 7 - N. of Baker).
126	U 227 (6) & F 388 (6)	12-31-64	2.6 miles street widening, curb, plant mix bituminous surfacing, traffic signals & signing. (10th Ave. S. Byfuss - In Great Falls).
127	F 184 (15)	12-31-64	1.1 miles seeding & mulching. (U.S. 10 - N. of Deer Lodge).
128	BRPO 41 (1) **	1964	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36 ft. concrete slab bridge - Cougar Creek. (U.S. 191 - N. of N. Yellowstone).
129	F 251 (11)	9-15-65	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5 - Scobey E.).
130	F 27 (6) & F 28 (5)	9-15-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87 - S. of Grass Range).
131	F 43 (17)	12-31-64	15.9 miles plant mix bituminous surface. (Montana 43 - N. of Milledge).
132	F 53 (13) & F 230 (9)	12-31-64	2.1 miles, four-lane median divided grade, drain, aggregate & plant mix bituminous surface. (U.S. 10 - Billings E.).
133	F 249 (16)	12-31-64	7.4 miles aggregate & plant mix bituminous surfacing. (U.S. 12 - E. of Garrison).
134	F 176 (7)	12-31-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20 - E. of Simms).
138	F 210 (3)	12-31-64	6.0 miles plant mix bituminous surfacing. (U.S. 89 - N.W. of Browning).
	F 227 (5)	12-31-64	4.0 miles plant mix bituminous surfacing. (U.S. 89 - N.E. of Browning).
	F 227 (6)	12-31-64	4.3 miles grade, drain, surface, & plant mix bituminous surfacing. (U.S. 89 - N.W. of Browning).
140	F 209 (4)	12-31-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20 ft. concrete bridges. (U.S. 191 - N. of Bozeman).
FEDERAL AID SECONDARY PROJECTS			
201	S 311 (5)	12-31-64	0.9 miles grade, drain, aggregate & road mix bituminous surface. One 213 ft. prestressed concrete beam bridge - Milk River. (S. of Ennis).
	S 140 (8)	8-15-65	4.4 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Chinook).
202	S 50 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650 ft. welded steel plate girder bridge - Flathead River. One 128 ft. prestressed concrete beam overpass - NP RT. (Perna Martin).
203	R - AD 11 (1) & 3 368 (16)	9-15-65	14.9 miles grade, drain, aggregate & plant mix bituminous surface. Alden to 30 ft. roadway bridge over East Fork Cherry Creek. (Glacier N.).
204	S 316 (11)	12-31-64	7.3 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank).
205	S 118 (4) & S 347 (11) *	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Baklava S.).
206	S 192 (3)	12-31-64	Dual prestressed concrete beam bridges. 1 90 Separation. (S.W. of Billings).
	S-SG 192 (4) U 1	12-31-64	1.0 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange).
	S-SG 192 (4) U 2	12-31-64	1.0 mile fencing. (Connection to W. Billings Interchange).
	S-SG 192 (5)	12-31-64	One 190 ft. prestressed concrete beam overpass - NP RT. (S.W. of Billings).
207	S 238 (4) & S 411 (3)	8-15-65	7.9 miles grade, drain & aggregate surface. (S. of Circle).
208	S 18 (6)	12-31-64	7.1 miles grade, drain, aggregate & plant mix bituminous surface. One 112 ft. prestressed concrete beam bridge - Musseshell River. (Twodot S.).
209	FHP 141 (2) *	1964	32.5 miles plant mix bituminous surfacing. (U.S. 12 - Lolo to Idaho State Line).
210	S 2 (7)	6-15-65	6.2 miles aggregate & plant mix bituminous surface. (Junction Montana 20 E.).
211	BRPO 41 (1) **	1964	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75 ft. - Grayling Creek & 124 ft. - Beaver Creek. Alden 83 ft. concrete girder bridges - Cabin Creek. (N.W. of N. Yellowstone).
212	S-SG 218 (2)	9-30-65	0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 34 ft. concrete underpass - Snake River. (N.W. of Hamilton E.).
	S - 218 (7)	12-31-64	1.0 miles grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula).
213	S 301 (13)	12-31-64	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre).
214	S 107 (2)	12-31-64	4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork).
215	RD 5 370 (13)	12-31-64	Reset 23y rods of fencing. (W. of Missall).
216	S 370 (15)	12-31-64	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Missall).
	S 307 (14)	12-31-64	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Alden three timber bridges to 28 ft. - Little Battle Creek, two 75 ft. - Butte and Cowboy steel bridges. (S.E. of Geraldine).
218	S 307 (15)	7-15-65	5.1 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood).
219	S 85 (00) U 2 & S 85 (3) U 2	12-31-64	Three prestressed concrete beam bridges. One 92 ft. & 71 ft. - Horse Prairie Creek. One 71 ft. - Medicine Lodge Creek. (Armstead N.).
220	S 192 (7)	12-31-64	3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel).
224	S 413 (3)	12-31-64	1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102 ft. prestressed concrete beam bridge - Flint Creek. (S. of Drummond E.).
	S 414 (3)	12-31-64	2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond N.).
	S 413 (2)	12-31-64	1.9 miles fencing. (S. of Drummond E.).
226	S 414 (2)	12-31-64	2.5 miles fencing. (S. of Drummond N.).
227	S 418 (3)	12-31-64	0.7 miles grade, drain & aggregate surface. One 245 ft. prestressed concrete bridge - Poplar River. (N.E. of Poplar).
228	S 107 (2)	12-31-64	0.3 miles grade, drain & aggregate surface. One 457 ft. welded steel plate girder bridge - Clara Fork. (S.E. of Albion).
229	S 361 (12)	12-31-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Glendive N. to E.).
229	S 419 (3)	11-15-65	0.7 miles grade, drain, aggregate surface. 0.7 miles plant mix bituminous surface. (Approach 1 90 Separation - N. of Albion).
230	S 15 (10)	12-31-64	15.0 miles plant mix bituminous surface. (S. of Flaxville).
231	S 2 (15) U 2	12-31-64	1.8 miles seal coat oiling. (N. of Helena).
236	S 9 (10)	12-31-64	3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Boulder).
237	S 107 (9)	12-31-64	7.0 miles grade, drain, aggregate & plant mix bituminous surface. Alden timber bridge to 32 ft. roadway. (N.E. of Conrad).
238	S 100 (3)	12-31-64	6.4 miles grade & drain. (S. of Hamilton E.).
	S 100 (4)	12-31-64	6.4 miles aggregate & plant mix bituminous surface. (S. of Hamilton E.).
239	S 426 (3)	12-31-64	One 198 ft. prestressed concrete beam bridge - Gallatin River. (N.E. of Manhattan).
240	S 415 (3)	12-31-64	6.0 miles grade, drain, aggregate surface. One 92 ft. prestressed concrete beam bridge - Lake Creek. (E. of Medicine Lake).
241	S 194 (4)	6-30-65	0.3 miles grade, drain, aggregate surface. One 225 ft. prestressed concrete beam bridge - Bos Elder Creek. (S. of Baklava).
242	S 243 (3)	7-31-65	6.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Bozeman).
243	S 388 (5)	9-15-65	9.5 miles grade, drain, & aggregate surface. (N.E. of Miles City).
244	S 308 (4)	9-15-65	0.7 miles grade, drain, aggregate & plant mix bituminous surface. (Fifth Avenue In Havre).
247	S 368 (17)	12-31-64	8.7 miles aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow).
248	S 402 (3)	12-31-64	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson).
OFF SYSTEM PROJECTS			
30	GMP 8-AJ, *	1965	One 403 ft. prestressed concrete beam bridge - N. Wk. Flathead River. (In Glacier Park).
	GMP 8-AJ *	1965	8.5 miles grade, drain & base. (In Glacier Park).
304	FHP 59-2 (1) & FL 59(1),(2)	12-31-64	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing. (S. of Red Lodge).
	*		- Bureau of Public Roads Projects.
	**		- Bureau of Public Roads Projects. - Map Index Numbers 128 & 211 one contract.

RUNNING OUT OF LAND?

(Continued from page 6)

According to the report, the proportion of vacant land ranges "from approximately 12 per cent in New York and Chicago, to as much as . . . 36 per cent in some of the smaller cities." In fact, in seven central cities in the 100,000-to-250,000 population group, almost 30 per cent of the land was not being utilized for urban purposes.

In addition, the Tax Institute study cites evidence that the traditional gridiron street layouts in cities, inherited from pre-automobile days, is wasteful of land.

In contrast to the 35 to 40 per cent or urban land occupied by conventional street systems, modern sub-divisions, designed specifically for automobile travel, devote no more than 20 per cent of total land to traffic circulation networks—including both streets and arterial freeway routes.

Since urban freeways also are the framework for renewal of blighted land in existing central cities, this same shrinking of space requirements for streets is taking place within older cities.

So instead of wasting urban space, automobiles are helping conserve it.



The Interstate at Three Forks is rapidly nearing completion to the point where the concrete paving can be laid. This aerial view shows the overpass just east of Three Forks.

NEW HIGHWAY AT OPPORTUNITY

On Sept. 13, near the community of Opportunity, a new chapter was opened in the transportation development of the Anaconda area. The new, four-lane highway from Anaconda east to join Interstate 90 at Opportunity, and the Opportunity section of the Interstate was dedicated and opened to traffic.

The new highway will greatly increase the ease and carrying capacity of traffic between Anaconda and Butte. This section of highway, since the inception of the automobile, has carried one of the heaviest traffic loads in Montana and has had a high incident of accidents and fatalities.



At the ribbon cutting ceremonies, were talks by Anaconda's Mayor Kalland, Rep. Arnold Olson, President of the Anaconda Chamber of Commerce, Leo Kelley, and Paul Johnson, Acting Highway Engineer. Chairman of the Highway Commission, Roy Sorrells, aided by Miss Anaconda and Mayor Kalland cut the copper ribbon, and the road was opened.

A luncheon at the Montana Hotel followed. Sorrells stated at the luncheon, "We admire the spirit and determination of the people of Anaconda to keep their economy from lagging, and this hotel is a good example of the community spirit that you folks have." Sorrells referred to the Montana Hotel (shown below) which was built by Marcus Daly in 1889, and which was recently purchased by the citizens of Anaconda. Extensive remodeling is now under way. Sorrells concluded, "we can assure you that with the foresightedness

(Continued on page 12)

NEW OPPORTUNITY HIGHWAY

(Continued from page 11)

of you folks, and with the new highway serving you, that Anaconda will continue to grow and keep its place among the leaders of Montana's economy."



WATERS ELECTED PRESIDENT



Otis Waters was elected President of the Central Montana Highway Association at their annual meeting held in Lincoln on Sept. 19.

Otis is no stranger to highways, as he served on the Highway Commission for 10 years, and prior to that was the leader in

obtaining the construction of the Circle-Richey section of the Central Montana Highway. Otis also serves as the Mayor of the Town of Richey, and operates a large wheat and cattle ranch north of Richey.

The Highway Department appreciates the work of the Highway Associations, and their efforts to promote good highways and use of the highways.

TRIBUTE TO MONTANA

Now Celebrating Its Centennial

Our guest contributor this month is Jeff L. Madison, Assistant Editor of the New Mexico Highway Department Publication, "Highway Happenings." He used it in his very attractive magazine, and we think it's quite interesting. Thanks, Jeff.

Most of us are so familiar with the names of the counties in New Mexico we can almost rattle them off alphabetically.

They appear monthly on our Projects Under Contract and our Road Condition Maps.

Montana's Projects Under Contract map presents a fascinating game anyone can play any month.

Pick the names of their counties at random. See what word picture you can cook up by linking them together in a sentence and letting your imagination fill in the verbs and conjunctions or prepositions where needed.

Here are the counties: Lincoln, Sanders, Mineral, Ravalli, Beaverhead, Flathead, Missoula, Granite, Silver Bow, Deer Lodge, Powell, Jefferson, Madison, Lewis and Clark, Glacier, Pondera, Teton, Meagher, Sweet Grass, Stillwater, Wheatland, Golden Valley, Blaine, McCone, Musselshell, Petroleum, Big Horn and Powder River.

The Seventh Cavalry must have been here in great numbers when the Montana territory was organizing itself into a state. Here are some counties on the east side: Carter, Custer, Fallon, Phillips, Daniels, Dawson and Sheridan.

Our guess is that that Sheridan was Phil Sheridan, the Union officer who but a few years before, had written himself into history by his famous horseback ride down the Shoshone Valley into Winchester during the Civil War.

Roosevelt county was named undoubtedly for Teddy Roosevelt, the great "Rough Rider," who later, as President, rode herd on our national resources and created through legislation so many of our national parks. As a boy, puny and anemic, he had spent a summer on a ranch in Montana's badlands in order to build up his health.

There are other counties such as Rosebud,

Garfield and Prairie. There are a few others, but that's enough to start with.

Suppose you had your life to live all over again; suppose you wanted to be a cattle baron.

Why even a *Flathead* like *Jefferson Madison* could team up with *Lewis & Clark* and stake out an empire on the *Prairie* along the *Big Horn* or the *Powder River*. He could have *Sweetgrass* and *Stillwater* for summer grazing, and *Wheatland* to harvest for winter use. He might go the Texans one better. Those barons—owners of thousands of acres have no imagination. They settle for brands such as the LBJ ranch. With Montana to start with, JLM would name his *Golden Valley*.

Maybe you would like to put a mining or a mineral empire together. You might start at *Silver Bow* with associates *Blaine, Sanders, McCone* and *Fallon*. You might start prospecting for *Mineral* rights or *Treasure* in *Gla-cier, Granite* or *Carbon* or the *Yellowstone*.

Maybe you'd rather be an oil multi-millionaire. With *Phillips Petroleum* behind you, you could probably find a fortune in the *Mus-selshell* strata of *Judith Basin*.

JEFF L. MADISON,
Assistant Editor

Highway Happenings in New Mexico

INT'L. NORTH-SOUTH MEETING



From left to right: Hon. Gordon B. Grant, Minister of Highways, Saskatchewan; George Sime, Helena, Information Coordinator for the Montana Highway Commission; Resner Blikken, Opheim and Dr. Allan Thomson, Watrous, Sask., president of the Canadian section of the International North-South Highway Association. The men were present at a road meeting at Rock Glen, 93 miles north of Glasgow, recently.

At a joint meeting of the north and south sections of the International North-South

highway on Sept. 10, a wager between the Canadians and Americans was made on which highway department would reach the International border with paving first.

Meeting at Rock Glen, Saskatchewan, representatives were happy to hear that the Glasgow north section of the road, extending to the air base, was now under construction, and that the Opheim to Canadian line section of 10 miles is scheduled for contract in July, 1965. Gordon Grant, new Minister of Highways for Saskatchewan, told of the new paving extending northward from Rock Glen, and advised the group that the new Prime Minister of the Province of Saskatchewan had urged him to proceed as fast as possible to complete Route 2.

Accompanying Mr. Grant was L. T. Holmes, Deputy Minister of Highways, who is no stranger to Montanans, as he attended Montana School of Mines.



This is the big cut just south of Lakeside on U.S. Highway No. 93. This is part of the Lakeside-South project which ties on to the end of the Somers-South Job, recently completed.

STATISTICS—"MOTOR TRUCK FACTS"

The annual book, composed of statistics relating to the commercial vehicle industry, shows that factory sales of trucks and buses totaled 1,462,708 units last year in setting a new record. The previous record was set in 1951 when 1,426,828 vehicles of this type were built.

Other information in the book reveals that special truck taxes increased by some \$225 million in 1963 to reach the \$3.6 billion-mark and a new record. Trucks are the source of one of every three dollars collected in highway user taxes.

Inter-city freight transported by truck has increased by 60 per cent in the past ten years, amounting to 348 billion ton-miles in 1963.

Figures in the book indicate that growth in the smaller truck market in on the increase. In 1963 for the first time factory sales of trucks below 10,000 pounds gross vehicle weight exceeded one million and accounted for 74 per cent of total truck and bus factory sales. In addition, the fact book shows that the pickup constituted 54 per cent of all truck body types produced last year.

U. S. motor truck and bus registrations reached a new high in 1963, standing at 13.7 million. This was approximately 40 per cent of the entire world registration, estimated at 34,665,000.

Of the 13.4 million motor trucks registered in the U. S. slightly more than 12.7 million are privately owned, according to the AMA publication.

Truck registration by states in 1963 was led by California with 1,341,000, then Texas, 1,044,000, Pennsylvania, 579,000, and New York, 574,000.

Other information contained in the book's 56 pages of tables and graphs includes:

There are some 56,700 fleets of 10 or more vehicles each in the operation in the U. S. The food manufacturing and distribution industry accounts for the largest number of fleets, 14,700.

One-third of the revenues collected by the major toll roads operating in the U. S. was paid by trucks and buses although they accounted for only 13 per cent of the traffic.

There are an estimated 216,000 trucks in rental and lease service in the U. S. with an estimated revenue of \$606 million annually.

Buses are used to transport some 13.7 million children to and from school. This is approximately 36 per cent of all public school students.

NEWS FROM THE DIVISIONS

GLENDIVE

The District Right-of-Way office in Glendive has recently added Donald E. Hartzog to their staff as right-of-way agent. He is a native of Helena, but has been working in California, prior to his joining our district staff.

We welcome Mardella Vaagen who recently replaced Betty Paluck as stenographer for the District Right-of-Way office in Glendive, and hope that after the initial shock has worn off in wondering why she picked this family of maniacs to join, she will enjoy being a part of our office force, as much as we enjoy having her with us.

GREAT FALLS

The ravages of the recent floods in West-Central Montana are not easily forgotten. During the flooding and following its wake, the efforts of men and machines to accomplish temporary repairs was fantastic to say the least. Then came the time for some of these same men and a great number of others, to combine their efforts again to see what had to be done to effect permanent repairs throughout this same devastated area. Most of this "skull work" has been done and to date the Great Falls District has one job under contract, five more to be let this month and fifteen more to be let as soon as the drawing boards cool off. It is our opinion that a "well done" is in order for all those individuals who have labored so diligently.

BOZEMAN

We had an excited new father passing out cigars on August 11, 1964, when Mr. and Mrs. Leslie Wayne Saunders (Eng. Aide I) became the parents of twins, a boy and a girl! The little gal weighed 4 lbs. 1 oz., and has been named Laurie and the little boy weighed 4lbs. 9 oz. and is named Larry.

Congratulations kids, from all of us.

HELENA

Reports received from over the state indicate that Highway employees have participated prominently in many of the special observances of Montana's centennial year. In cities where the "Montana Story" has been presented, our guys and gals have been members of the cast. These volunteer efforts, on their own time, is a worthwhile display of public spirit and is to be commended.

Not to be out of date, Helena headquarters personnel filled many of the more prominent roles in the pageant. Roman Fink, Road Plans, appeared as William Clark of the Lewis & Clark expedition. He also appeared in an old-fashioned bathing suit in a comedy skit. Dave Pouliot, Road Plans, played Sgt. Shannon and Don Anderson, Road Plans, also appeared in this episode and alternated in the bathing suit skit.

Les Rudio, Right-of-Way, was spotlighted as a Park Ranger, skipper of the steamboat Chippewa and as the Surveyor. Dave Johnson, Interstate, was the trapper who got caught in his own bear trap.

Harry Sing, Road Plans, characterized the Chinese laundry man. Pat Trottier, Road Plans, was an Indian fighter in the Custer battle. Ed Burris, Road Plans, played a mountain man and trapper.

Roger Griffin, Road Plans, was a trapper and doubled later as the Service Station attendant. Wayne Walters, Road Plans, was the artist and also an Indian fighter.

'Buck' Harris, Road Plans, was a square dancer. Maurice Dineen, GVW, was the editor. Peanuts Thompson, Const., was Governor Toole and tourist. Neol Adams, Abe Lincoln. Ralph Clare, Finance, square dance caller and golfer.

Margaret Ward, ROW, Sacajawea. Barbara Burrese, Microfilming, last waltz. G. M. MacMillan, Proj. Control, casting director and narrator.

All participated in the Grand Entry and Finale.

Jim Wheaton, Interstate, was slated for the lead role of Charlie Russell, but was in the field and unable to participate. In addition, Chet Dreher and George Sime were appointed by Gov. Babcock as members of the Centennial Commission, and Ernie Neath was advance man for the Train. Ken Martello designed letterheads for the news stationery and helped with much art work.



Here is the new secondary highway 326 under construction east of Big Fork. This aerial view shows the new roadway leading through one of Montana's most scenic areas.

"NICE-TYPE" NEWS

Here's another one of those letters we like to receive.

August 3, 1964

Highway Commission

Dear Sirs;

I want to compliment you on one of your employees by the name of Buster LaMoure. He was very helpful and courteous to me at the time I was stopped on the highway with a flat tire. He also refused a tip which I wanted to give him.

Yours very truly,

George W. Mertz,
Mertz Insurance Agency
New London, Wisconsin



Here is how Interstate 15 looks at Sweetgrass, showing the customs station and the semi-cloverleaf interchange

The Center Line

STATE HIGHWAY DEPARTMENT

Helena, Montana 59601



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